

Exhibit 1:

2001 Core Area Streetscape Standards

The Guidelines, as adopted by City Council on September 26, 2001, established design standards for a specific sub-area of Uptown described as the “Uptown Core” and defined by Church Street on the west, the “trolley/rail corridor” (now known as the CATS LYNX Blue Line) on the east, the John Belk Freeway bridge (I-277) on the south and the Brookshire Freeway bridge (I-277) on the north. The Guidelines incorporated the following elements: Tryon Street Mall Streetscape Standards; Core Uptown Streetscape Standards; Rail Transit Corridor Streetscape Standards; and a Drawing Set.

Subsequent to the adoption of these standards, revisions to the *Charlotte Land Development Standards Manual* superseded design standards for street tree plantings. Therefore, the pages that contained such outdated standards have been deleted.

Uptown Streetscape Guidelines

Action: Approve new streetscape plan for several Uptown streets that will create a set of standards and design guidelines. The new streetscape plan will be called Uptown Core.

Staff Resource: Keith MacVean – Planning Commission
William Haas – E&PM

Focus Area: Economic Development

Explanation:

This new streetscape plan will define the guidelines for the design of streetscape elements within the Uptown Core. The Uptown Core includes streets within the boundaries defined by both sides of Church Street extending to the southeast side of the trolley/rail corridor and from the John Belk Freeway to the Brookshire Freeway.

The original Tryon Street Mall was completed in 1985 and was located on Tryon Street from Stonewall Street to Eighth Street, and Trade Street from Church Street to College Street. Renovations have been or will be made to the original mall. These public renovations will comply with the proposed Urban Core streetscape standards and will retain the design characteristics of the original mall while improving the infrastructure and protecting existing trees. The mall expansion shall include all block faces along Tryon Street and extend from the John Belk Freeway bridge to the Brookshire Freeway bridge.

The standards for the Core Uptown area are also intended to ensure a consistent, high quality environment for the core of Uptown beyond the Tryon Mall area. Through implementation of these standards, property owners, business owners and other Uptown stakeholders will be assured that a high quality public infrastructure will enhance and complement investment in adjacent private property. Private development in the Urban Core will also meet these standards.

When private development occurs within the Urban Core area, developers will be required to install sidewalk pavers, a vacant utility chase, street trees, and irrigation within the right-of-way. If the developer chooses to install benches, pedestrian-scale lighting, trash receptacles, flowerpots, kiosks, or bus shelters, these guidelines will define the number, location, and appearance of these elements. The streetscape plan also includes specifics of how buildings along the rail corridor are to be designed to strengthen the pedestrian nature of this area.

The Planning Commission will administer these guidelines through the land development review process associated with the review and approval of specific Uptown Mixed Use District (UMUD) plans.

MWBD:

None

Community Input:

We met with Rob Walsh with the Charlotte Center City Partners on September 17, 2001 to discuss these guidelines.

Funding:

None

Responsible KBU: Engineering & Property Management

Agenda Date: 10/17/01

Consequences if agenda date is delayed or action is deferred: None

Contact person for questions from the City Manager's office: William Haas, 704.336.4625.

Does this explanation require a Budget Ordinance? No

Does this action require an ordinance amending City Code? No

Is a resolution necessary? No

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9/28/01

Tryon Street Mall Streetscape Standards

Location

The Tryon Street Mall shall extend from the John Belk Freeway Bridge to the Brookshire Freeway Bridge. See the Core Uptown Streetscape Plan for a graphic representation of the standards required within the Tryon Street Mall.

Background

The original Tryon Street Mall was completed in 1985 and was located on Tryon Street from Stonewall Street to Eighth Street, and Trade Street from Church Street to College Street. Renovations have been or will be made to the original mall. The renovations retain the design characteristics of the original mall while improving the infrastructure and protecting existing trees. The mall expansion shall include all block faces along Tryon Street and extend from the John Belk Freeway Bridge to the Brookshire Freeway Bridge. Within the mall expansion area the streetscape shall conform to the Tryon Street Mall Streetscape Standards.

Escrow

The City will discuss the option of establishing an escrow account for site improvements if the project's Mall block face frontage is 25% or less than the total length.

Definitions

Original mall - The original Mall is the area constructed in 1985 and located on Tryon Street from Stonewall Street to Eighth Street, and Trade Street from Church Street to College Street (for purposes of reference in this document the original Mall will not include the block at the intersection of Tryon Street and Trade Street since those blocks contain a unique design that will not be repeated in any other locations).

Mall expansion - Any area(s) beyond the original Mall where the Tryon Street Mall Streetscape Standards are implemented.

Block - A four-sided area bounded by four public streets with no public streets passing through that area.

Block face - One side of a block.

Mall block - Two block faces within the mall that are opposite each other.

References

The specific details referenced in this plan are located in one of the following documents:

CCTO- City of Charlotte Tree Ordinance

CMDS- Charlotte-Mecklenburg Development Standards

TSMSS- Tryon Street Mall Streetscape Standards (this is a specific section within the CMDS)
Design Guidelines for the Precast Paver System for the Public Sidewalks of Uptown Charlotte

1. General Design Criteria - Required

1. The existing Mall has a very consistent design that must be maintained in any Mall expansion. In laying out any expansion, one side of the street shall be symmetrical to the opposite side.
2. The building setback on the mall shall be a minimum of 20' from the back of curb.
3. No above ground, freestanding utility structures shall be permitted.
4. Recessed areas along the curb for valet or pick-up/drop-off zones are prohibited.
5. The location of streetscape elements must comply with all other applicable City and County ordinances.

2. Street Trees – Required

Willow Oak trees shall be located 30' on center; adjustments for site conditions allow for the spacing to vary from 27' on center to 33' on center. The Willow Oaks shall be planter in a planter. The center point of trees in tree planters shall be located no closer than 14' from the beginning of a radius of an intersection. See TSMSS-Street Trees details. If during construction an existing tree is damaged and the City determines that it must be replaced, then it shall be replaced as per the Mall standard, see TSMSS-Street Trees for details.

3. Drainage – Required

There must be a continuous drainage system through all planting areas. That drainage system must have positive flow for the length of the block and drain into the storm sewer system. The storm sewer must meet all City regulations. See TSMSS-Street Trees for location of drain:

4. Irrigation – Required

Each block face shall have a separate double check valve. The double check valve, accompanying meter and controller shall be positioned to be able to irrigate the entire block and shall be located at the end of the Mall block face with the lowest elevation for drainage of the system. The developer will only be required to install irrigation in those planters that they are installing. Each block face and any ornamental planters will be controlled with a different valve. The irrigation controllers shall be located on the bench support of the bench nearest to the meter and double check valves. All irrigation systems shall meet CMU requirements. See TSMSS-Irrigation for details.

If mall expansion does not include the lowest elevation in the block face, then the developer must install the irrigation components in the utility chase and stub out the system into the tree planters or ornamental planters. The developer will then be required to escrow the value of the drip irrigation for the planters that they installed. The City will be responsible for watering the planters until the irrigation meter; double check valves and controller are installed in that block face.

5. Pavements – Required

The material required for the sidewalk and planters for any mall expansion shall be as follows with colors and finishes to match the original Mall. All efforts shall be made to keep underground structures such as; lids for gas valves, water valves, manholes and meter boxes out of the sidewalk pavements. There shall be a concrete sub base under all pavements and in areas around tree planters the sub base shall be reinforced with rebar to prevent heaving by the trees. The following is the criteria for the pavements/hardscapes. See TSMSS-Pavements for details.

- **Curbing-** The curbing within the Mall shall be granite laid with a concrete footing.
- **Pavers-** The pavement of the Mall shall be 4 1/2" x 9" x 60mm (80mm for driveways) concrete pavers and be located in the area defined by the two granite bands. Pavers will be laid in a herringbone pattern that begins at the granite banding next to the curb. The pavers shall be a blend of three colors. See [Design guidelines for the Precast Paver System for the Public Sidewalks of Uptown Charlotte](#) for paver specifications and details for pavers over concrete sub-slab base.
- **Banding-** A 2' granite banding shall be located where the building intersects the sidewalk, that banding is located from granite curbing one side of the block to the other side of the block.
2' granite shall be located along the back of the curb and run from one end of the granite banding in front of the buildings to the other end of that granite banding. Under the curbside granite banding will be a utility chase for electricity, potable water and irrigation.
Granite banding shall also be placed around the large and small ornamental planters. The pattern and dimensions of banding shall match the banding in the original Mall. See TSMSS- Large and Small Ornamental Planters for details.

6. Utility Chase – Required

The irrigation water, irrigation controller wire, and a spare sleeve shall be located in a utility chase immediately behind the curb under the 2' granite banding. Pull boxes shall be located at all places along the utility chase where the services go into or come out of the chase. (For example, at the street trees, the irrigation into the tree planter is fed from the pull box.) See TSMSS-Utility Chase for details.

7. Ornamental Planters – Optional

Ornamental planters are recommended for both block faces between Ninth Street and Tenth Street. Both large and small sizes shall be used and a minimum of three planters are required per block face. The edge of an ornamental planter shall be located no closer than 7' from a tree planter edge. Ornamental planter edges can be no closer than 20' and no farther than 25' from another ornamental planter. No tree planters are allowed between ornamental planters, but there

shall be at least one street tree between the ornamental planters and the street intersection. If the ornamental planters are not installed then street trees shall be installed between Ninth Street and Tenth Street. See TSMSS-Large and Small Ornamental Planters for details.

8. Lighting - Optional

Mall pedestrian fixtures, shoebox fixtures and signal mast arms shall match the original in design, color, finish and spacing. Spacing for pedestrian street fixtures shall range from 50' on center to 60' on center. The fixture at the end of each block face and the fixture closest to the center point of the block face shall include a mall pedestrian fixture and a shoebox type fixture. The pedestrian signals and signal mast arm that will be required will be the responsibility of the City but will require coordination with the developer. See TSMSS-Lighting for details.

9. Benches – Optional

Benches are double sided and the support posts for the benches are typically located six (6) feet from the centerline of the pedestrian light fixtures, on both sides of the light pole. Irrigation controllers for the Mall are located on the bench support post that is closest to the irrigation valves. To calculate requirements a minimum one set of benches per 75' of Tryon Street frontage is required. See TSMSS-Benches for details.

10. Kiosks and Bus Shelters – Optional

A kiosk or a bus shelter is required for each Mall block. The design of the kiosk or bus shelter shall match the existing structures in the Mall. Contact the City Engineer for construction documents for the kiosks and bus shelters in the original mall. A bus shelter or kiosk is required to house the back flow device for potable water; one back flow preventer is required for each mall block. The first project within a mall block that is 50% or greater of a block face (measured along the ROW of Tryon Street) is required to install a kiosk or bus shelter. The bus shelter shall be installed if there is an existing bus stop on the Tryon Street frontage or if CATS requires that there shall be a stop along the Tryon Street frontage.

11. Flowerpots – Optional

Pots for additional flowers are not required. If they are installed, flowerpots shall be one of the three standards in size, design and color. The flowerpots shall not be placed to impede pedestrian traffic through the area. A minimum 6' clear pedestrian area shall be maintained at all times. Maintenance for the flowerpots shall **not** be the responsibility of the City. If the pots are not maintained or are placed to block pedestrian traffic, the owner shall be given notice and if they do not comply, the City shall remove the flowerpots. See TSMSS-Flowerpots for details.

12. Trash Receptacles – Optional

There must be a minimum of three (3) trash receptacles per block face. The receptacles should be evenly distributed within that block face. The City removes the trash from the trash receptacles. See TSMSS-Trash Receptacles for details.

13. Outdoor Eating Areas – Optional

When installing a barricaded area for outdoors eating, a minimum 6' clear pedestrian path shall be maintained at all times.

14. Regulatory Signage - Optional

Regulatory signage shall be located on the pedestrian light poles.

15. Potable Water – Optional

To supply water sources for festivals and cleaning efforts ground hydrants are required at two locations per block face. Backflow preventers for the potable water are located in enclosed boxes within either a bus shelter or kiosk and shall be the responsibility of the entity that constructed the bus shelter or kiosk. The pipes into and from the backflow preventer shall be heated with heat tape to prevent freezing. There shall be one backflow preventer per mall block that will supply water to four ground hydrants, distributed two per block face. To distribute the water sources within the block, face the ground hydrants must be a minimum of 200' apart. All water systems shall meet CMU requirements. See TSMSS-Potable Water for details.

16. Electric Service – Optional

A 20-amp outlet is required in every other tree planter. There shall be one 100-amp outlet per mall block and it shall be located in a tree planter near the center of the block. All electrical service shall meet the appropriate codes for outdoor electric service.

Maintenance

The City shall maintain the Tryon Street ROW excluding any flowerpots.

9/28/01

Core Uptown Streetscape Standards

EXPANDED

Location

The area included in this plan is bounded by the following streets: Southeast side of Church Street the access ramp to I-277 on two sides and the Rail Transit Corridor. Two corridors within that boundary, The Tryon Street Mall and the Rail Transit Corridor are governed by other specific standards. See the Core Uptown Streetscape Plan for a graphic representation of the standards required.

Escrow

The City will discuss the option of establishing an escrow account for site improvements if the project's total block face frontage is 25% or less than the block frontage for the entire block.

Definitions

Block-A four-sided area bounded by four public streets with no public streets passing through that area.

Block face-One side of a block.

References

The specific details referenced in this plan are located in one of the following documents:

CCTO- City of Charlotte Tree Ordinance

CMDS- Charlotte-Mecklenburg Development Standards

TSMSS- Tryon Street Mall Streetscape Standards (this is a specific section within the CMDS)

RTCSS- Rail Transit Corridor Streetscape Standards (this is a specific section within the CMDS)

Design Guidelines for the Precast Paver System for the Public Sidewalks of Uptown Charlotte

General Design Criteria - Required

1. In siting street trees, light poles, benches, trash receptacles and flower pots along streets with on street parking every attempt shall be made to locate those elements between parking spaces to minimize potential conflicts with car door swings.
2. Recessed areas along the curb for valet or pick-up/drop-off zones are prohibited.
3. The location of streetscape elements must comply with all other applicable City and County ordinances.

Specific Design Criteria

1. Street Trees - Required

- A. See CCTO for tree size, spacing and planting criteria.
- B. The species of tree to be planted are shown on the Core Uptown Streetscape Plan.
- C. Trees are either planted in tree grates or in planting strips. See CMDS for all planting details. See CMDS for minimum planting strip width. See Core Uptown Streetscape Plan for the location of planting strips and trees in grates.
- D. All street trees must be irrigated. If a project area is located in a block face that is contiguous with a Tryon Street Mall block face, the existing meter, double check valve and controller located in the mall shall be used to irrigate the tree. See detail TSMSS for projects that have a block face adjacent to the Tryon Street Mall, see detail CMDS for all others.

2. Pavement - Required

- A. The curbing shall be standard 1'-6" standard concrete curb and gutter, see CMDS detail 10.17A.
- B. The sidewalk pavement in the road right-of-way or building setback, whichever is greater, shall be 4 1/2" x 9" x 60mm (80mm for driveways) concrete pavers in a

blend of three colors on a concrete subslab base. See the Design Guidelines for the Precast Paver System for the Public Sidewalks of Uptown Charlotte for the paver specifications and details for pavers over a concrete subslab base.

3. Pedestrian Lighting - Optional

A. Pedestrian lights shall be located in an alternating pattern with the street trees. The spacing shall be two times the spacing of the trees. For example, for large maturing trees planted 40' on center, the spacing for the lights shall be 80' on center. The actual location may need to be adjusted for field conditions.

B. Pedestrian lights shall be located 80' on center, and the 80' spacing shall be used to determine the number of fixtures required. To adjust for site conditions, in field spacing may vary from 75' to 85'. The light fixtures shall match the existing light fixtures on Church Street from 2nd Street to 3rd Street in height, base and pole design, color and globe profile. Any new pedestrian lights in the core Uptown area include a solid globe cap to eliminate light being directed vertically. The light type shall be a 175 watt mercury vapor.

C. All light poles shall be located 3' from the back of the curb to the center of the pole.

4. Benches - Optional

A. The bench for the Core Uptown area will be four feet and will be the same design as the benches used in the Rail Transit Corridor see RTCSS Bench.

B. Benches shall be positioned perpendicular to the curb and shall be installed as two back-to-back benches. Benches shall be setback from the back of curb a minimum of 1' - 6".

C. Benches shall be installed only if the sidewalk is a minimum of 11' - 6" as measured from the back of curb. That width allows for a minimum clear pedestrian area of 6'. That clear pedestrian passage shall be continuous and begin 5' - 6" from the back of curb.

D. Where the sidewalk width is 11' - 6" or greater, a set of back-to-back benches is required for every 150' of sidewalk frontage.

5. Trash Receptacles - Optional

A. Trash receptacle design shall be as per RTCSS Trash Receptacle detail.

B. One trash receptacle is required per 175' of linear frontage on a block face.

6. Bus Shelters - Optional

A. Bus shelters shall be located as required by Charlotte Area Transit (CATS).

7. Flowerpots - Optional

A. Uptown facilities are encouraged to highlight the street with additional flowerpots.

B. For flowerpots requirements see TSMSS Flowerpots.

C. Flowerpots must be located to allow for a clear 6' pedestrian path. The outside edge of flowerpots may not be any closer than 3' to the face of curb.

D. All maintenance for flowerpots shall be the responsibility of the entity that placed the flowerpots. If the pots are not maintained or are placed to block pedestrian traffic, the owner shall be given notice. If the entity does not comply, the City shall remove the flowerpots.

Maintenance

The City shall maintain the Core Uptown street ROW's excluding all the flowerpots.

9/28/01

Rail Transit Corridor Streetscape Standards

Location

The Rail Transit Corridor affected by these standards is located between the Convention Center and I-277 in Uptown. See the Core Uptown Streetscape Plan for a graphic representation of the standards required.

Escrow

The City will discuss the option of establishing an escrow account for site improvements if the project's total block face frontage is 25% or less than the block frontage for the entire block.

References

The specific details referenced in this plan are located in one of the following documents:

CCTO- City of Charlotte Tree Ordinance

CMDS- Charlotte-Mecklenburg Development Standards

TSMSS- Tryon Street Mall Streetscape Standards (this is a specific section within the CMDS)

RTCSS- Rail Transit Corridor Streetscape Standards (this is a specific section within the CMDS)

Design Guidelines for the Precast Paver System for the Public Sidewalks of Uptown Charlotte

1. General Design Criteria – Required

A. All buildings shall be setback a minimum of 35' from the centerline of the permanent Rail Transit Corridor tracks, per Section 9.906.9a. A minimum pedestrian path of 6' free of all elements including tree grates shall be maintained along the length of the Rail Transit Corridor. That path shall be setback 7' from the back of the curbing that edges the track bed to allow for the small maturing trees..

B. The first floors of all buildings along the Rail Transit Corridor, including structured parking, must be designed to encourage and complement pedestrian-scale interest and activity.

It is intended that this be accomplished principally by the use of transparent windows and doors arranged so that the uses are visible from and/or accessible to the street on at least 50% of the length of the first floor street frontage.

In addition combination of design elements must be used on the building facade and /or in relationship to the building at street level to animate and enliven the streetscape. These design elements may include but not be limited to the following: ornamentation; molding; string courses; belt courses; changes in material or color; architectural lighting; works of art; fountains and pools; street furniture; landscaping and garden areas; and display areas. In the event that ventilation grates or emergency exit doors are located at the first floor level in the building facade then they must be decorative.

Any design elements which extend into the public right-of-way on city or state maintained streets require an encroachment agreement with the City of Charlotte Department of Transportation (CDOT) or North Carolina Department of Transportation (NCDOT) respectively.

Where expanses of blank wall are necessary, they may not exceed 20 feet in length. A blank wall is a facade, which does not add to the character of the streetscape and does not contain transparent windows or doors or sufficient ornamentation, decoration or articulation as listed in the above paragraph.

The first floor and street level must be designed with attention to adjacent public or private open spaces and existing streetscape improvements. The provision of multiple entrances from the public sidewalk or open spaces is encouraged.

2. Trees - Required

Required Trees- The required trees are small maturing trees. Required trees shall be spaced 60' on center (this spacing may be reduced by a maximum of 5' to adjust for site conditions). At on grade intersections, trees shall comply with CDOT sight distance triangles. All trees shall be irrigated and have a drain. The required small maturing trees must be planted in either a 4' grate or in tree planter with a minimum width of 7' (any tree planters shall terminate at station platforms). See CCTO for tree planting requirements. See RTCSS Tree Grate for details.

The small maturing trees shall be setback 5' from the back of curbing that edges the track bed. When locating trees offset a minimum of 3' from the catenary poles. The small maturing trees may be planted in pairs with the center point of each pair alternating with the pedestrian light poles. The trees shall be small maturing trees of one of the following species:

Acer buergerianum/Trident Maple
Acer campestre/Hedge Maple
Carpinus caroliniana/American Hornbeam
Lagerstroemia indica 'Muskogee'/Crape Myrtle
Prunus xincam 'Okame'/Okame Cherry
Prunus subhirtella 'Rosychoud'/Higan Cherry

OVER
→
OPTIONAL
LATER

CHERRY TREE

The Rail Transit Corridor between streets shall contain the same species of small maturing trees on both sides of the track. The first trees planted in that section of the corridor shall determine the species.

3. Irrigation - Required

A. Existing Irrigation System- If the area is presently served by the Rail Corridor Irrigation System, any alteration to the Rail Corridor setback area will continue to utilize the existing irrigation system. For existing irrigation system plans contact the City's Engineer. Proposed changes to the irrigation system must be submitted to the City prior to any alterations.

B. New Irrigation System- If a Rail Corridor setback area is not served by an existing irrigation system a new system shall be required. For a new system the meter, double check valve and controller shall be located underground but in a location accessible to the City maintenance crews; they cannot be located in buildings. The irrigation systems shall be maintained by the City of Charlotte. No additional structures shall be placed within the setback for the irrigation system. The double check valve shall be as per CMDS detail 40.04E.

4. Pavement - Required

A. Concrete pavers shall be the sidewalk paver material for the Rail Transit Corridor. Precast concrete pavers shall be installed from the curbing that edges the track bed to the building face or to the 35' setback whichever is greater. The 9" x 4 1/2" pavers shall be a blend of three colors placed on a concrete sub slab base. See Design Guidelines for the Precast Paver System for the Public Sidewalks of Uptown Charlotte for paver specifications and details for pavers over concrete sub slab base.

B. If the pavement along the Rail Corridor Track drains toward the tracks then a trench drain shall be required within 10' of the curbing that defines the track area. If trench drains are required see RTCC Trench Drains for details

5. Trees - Optional

Additional trees may be planted. Any additional trees shall be large maturing trees, which may be planted in either a 5' tree grates or in tree planter with a minimum width of 6'. See CCTO for tree planting requirements. The large maturing trees must be setback 15.5' from the back of the curbing that edges the track bed. Large maturing trees shall be spaced to align with the pedestrian lights. If the recommended trees are located in the Rail Transit Corridor ROW, then the existing irrigation (if available) will supply irrigation for those trees. If the recommended trees are outside the Rail Transit Corridor ROW then the developer will be required to maintain and provide an irrigation system for those trees.

Large maturing trees shall be of the following species:

Acer rubrum 'Armstrong'/Armstrong Maple

Acer rubrum 'Red Sunset'/Red Sunset Maple

Taxodium distichum/Bald Cypress

Ulmus parvifolia/Allee Lacebark Elm

Zelkova serrata 'Village Green'/Japanese Zelkova

The Rail Transit Corridor between streets shall contain the same species of large maturing trees on both sides of the track. The first trees planted in that section of the corridor shall determine the species.

6. Lighting - Optional

A. Pedestrian lights shall be spaced 60' on center (this spacing may be reduced by a maximum of 5' to adjust for site conditions) to alternate with small maturing trees. One side of the Rail Transit Corridor must match the opposite side in the spacing of pedestrian lights. See RTCSS Lighting for details.

7. Trash Receptacles - Optional

A. Trash receptacles - One trash receptacle per 175' of linear frontage is required on each side of the Rail Transit Corridor tracks. The receptacles should be evenly distributed within that area. See RTCSS Trash Receptacle for details.

8. Benches - Optional

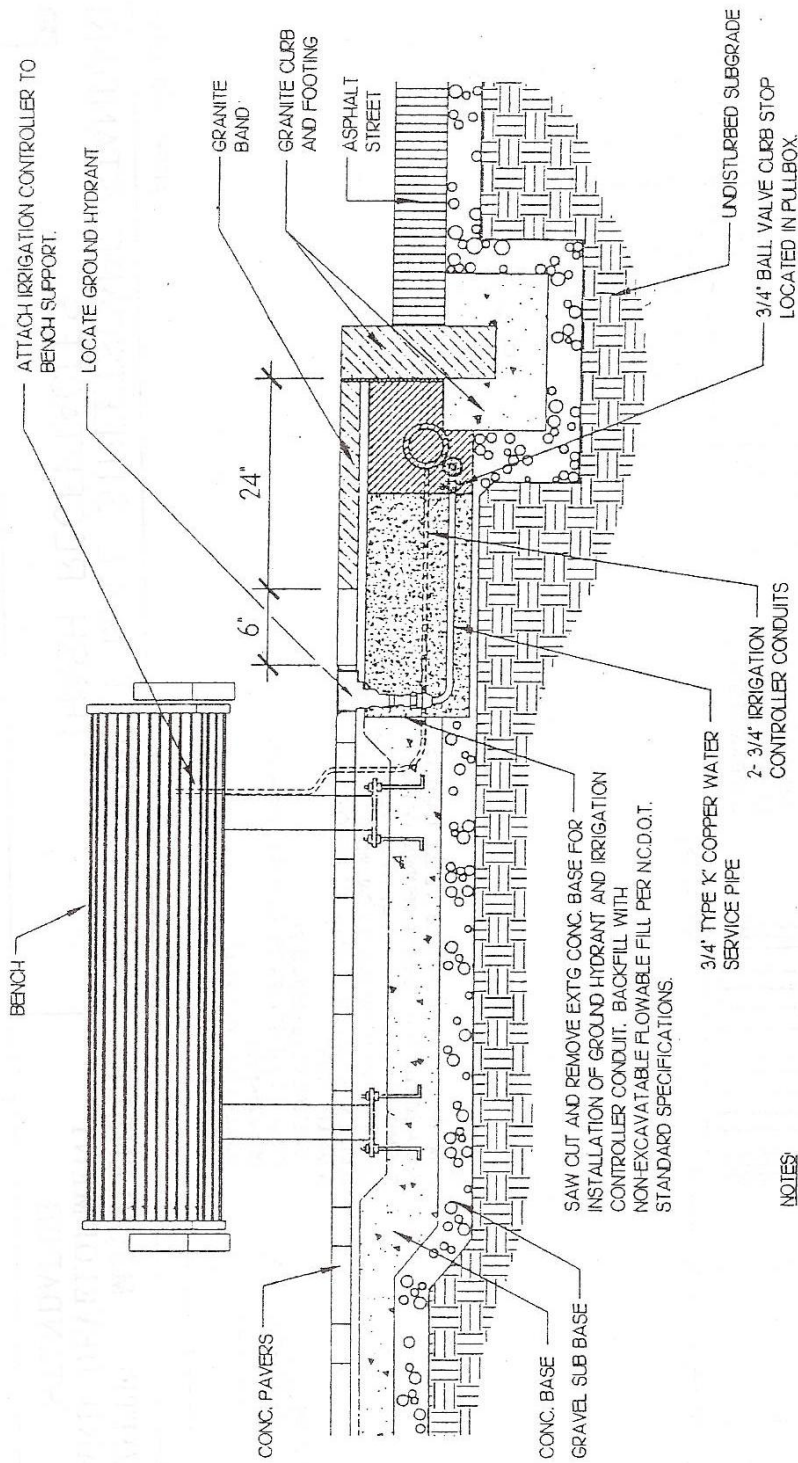
A. Benches- 12 linear feet of seating is required for every 75' of Rail Transit Corridor frontage. The seating may be provided with benches or other seating alternative outlined in the UMUD Ordinance. See RTCSS Bench for details. For other seating requirements see Section 9.906.4d. of the UMUD Ordinance.

9. Flowerpots - Optional

A. Flowerpots- Pots for additional flowers shall be one of the three standard in size, design and color. The flowerpots shall not be placed to impede pedestrian traffic through the area. A minimum 8' clear pedestrian area shall be maintained at all times. Maintenance for the flowerpots shall **not** be the responsibility of the City. If the pots are not maintained or are placed to block pedestrian traffic, the owner shall be given notice. If they do not comply, the City shall remove the flowerpots. See TSMSS Flowerpots for details.

10. Maintenance

A. The City shall maintain the area within the Rail Transit Corridor ROW unless superseded by an existing encroachment permit.



SAW OUT AND REMOVE EXISTING CONC. BASE FOR INSTALLATION OF GROUND HYDRANT AND IRRIGATION CONTROLLER CONDUIT. BACKFILL WITH NON-EXCAVATABLE FLOWABLE FILL PER N.C.D.O.T. STANDARD SPECIFICATIONS.

3/4" TYPE K COPPER WATER SERVICE PIPE

2- 3/4" IRRIGATION CONTROLLER CONDUITS

NOTES

1. POTABLE WATER IS SUPPLIED FOR FESTIVALS AND CLEANING EFFORTS AT TWO LOCATIONS PER BLOCK FACE IN GROUND HYDRANTS. THERE SHALL BE ONE BACKFLOW PREVENTER PER BLOCK AREA THAT WILL SUPPLY WATER TO FOUR GROUND HYDRANTS, TWO PER BLOCK FACE.
2. BACKFLOW PREVENTERS FOR THE POTABLE WATER ARE LOCATED IN EITHER BUS SHELTERS OR KIOSKS.
3. THE PIPES TO AND FROM THE BACKFLOW PREVENTER SHALL BE HEATED WITH HEAT TAPE TO PREVENT FREEZING. THERE SHALL BE ONE BACKFLOW PREVENTER PER BLOCK AREA THAT WILL SUPPLY WATER TO FOUR GROUND HYDRANTS, TWO PER BLOCK FACE.

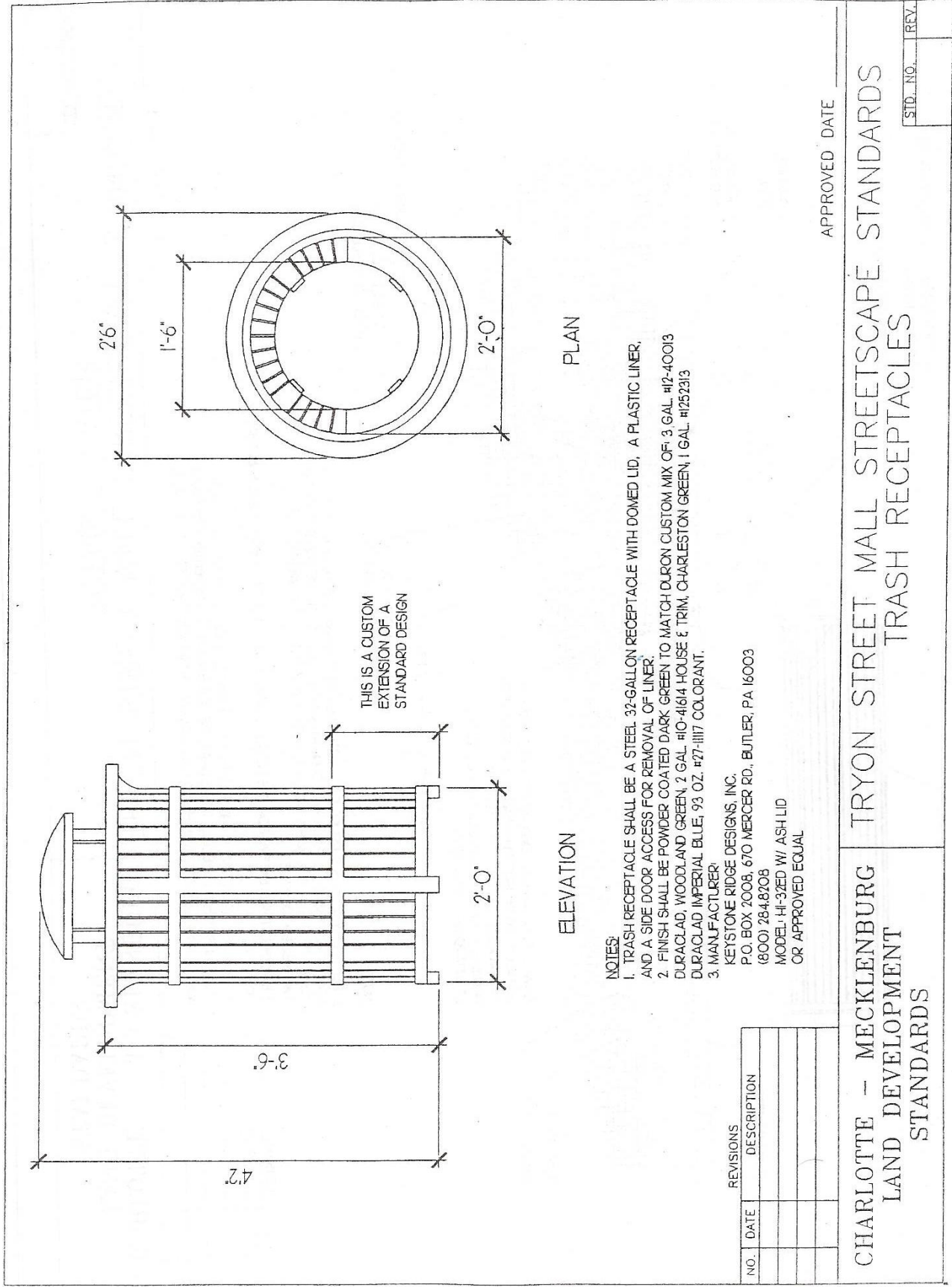
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CHARLOTTE - MECKLENBURG
LAND DEVELOPMENT
STANDARDS

TRYON STREET MALL STREETSCAPE STANDARDS
POTABLE WATER

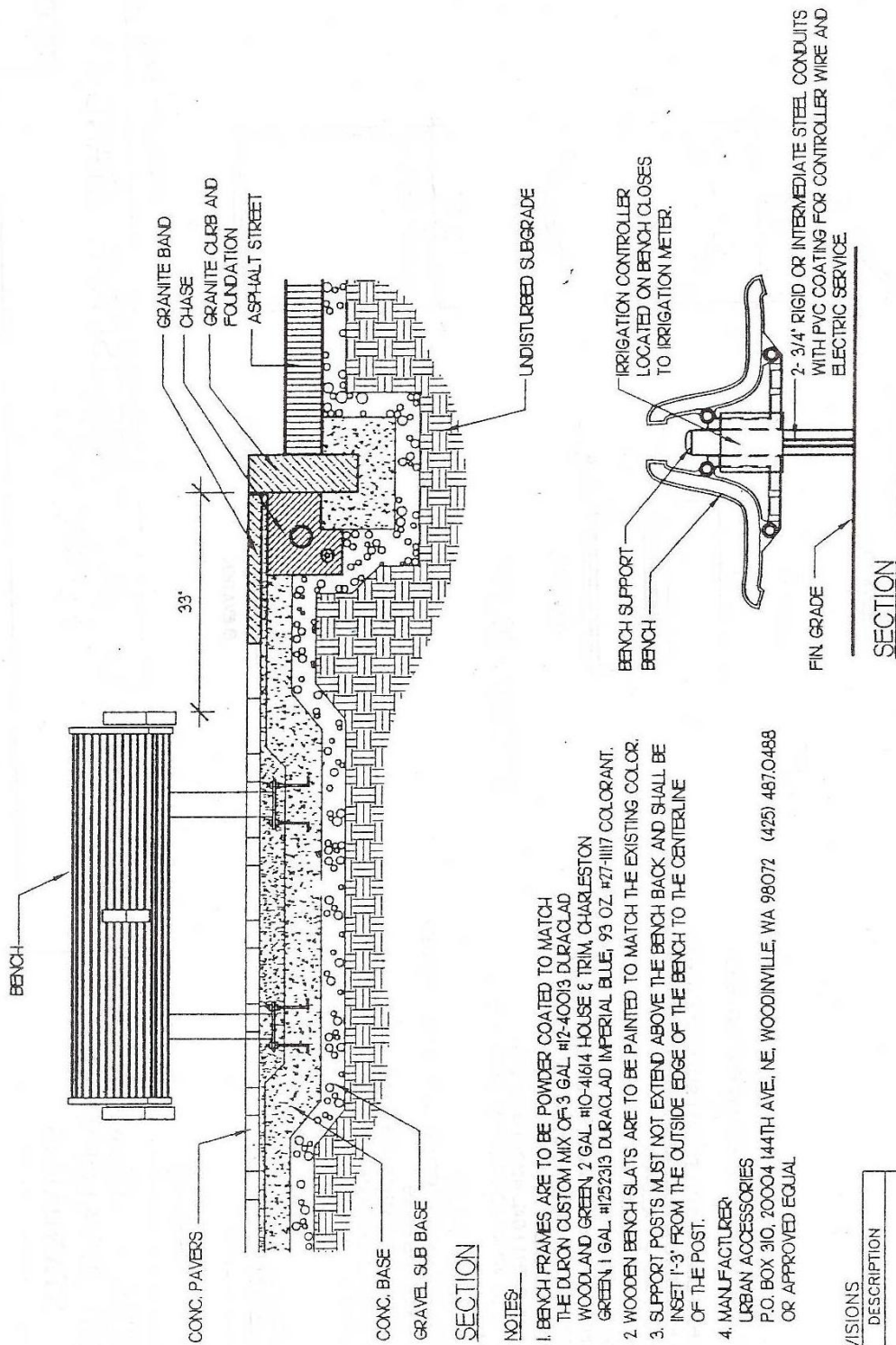
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CHARLOTTE - MECKLENBURG
LAND DEVELOPMENT
STANDARDS

TRYON STREET MALL STREETSCAPE STANDARDS
TRASH RECEPTACLES

STD. NO.	REV.



NOTES:

1. BENCH FRAMES ARE TO BE POWDER COATED TO MATCH THE DUCON CUSTOM MIX OF 3 GAL. #12-40013 DURACLAD WOODLAND GREEN, 2 GAL. #10-41614 HOUSE & TRIM, CHARLESTON GREEN, 1 GAL. #1252313 DURACLAD IMPERIAL BLUE, 93 OZ. #77-1117 COLORANT.
2. WOODEN BENCH SLATS ARE TO BE PAINTED TO MATCH THE EXISTING COLOR.
3. SUPPORT POSTS MUST NOT EXTEND ABOVE THE BENCH BACK AND SHALL BE INSET 1'-3" FROM THE OUTSIDE EDGE OF THE BENCH TO THE CENTERLINE OF THE POST.
4. MANUFACTURER:
URBAN ACCESSORIES
P.O. BOX 310, 20004 144TH AVE., NE, WOODINVILLE, WA 98072 (425) 487-0488
OR APPROVED EQUAL

REVISIONS

NO.	DATE	DESCRIPTION

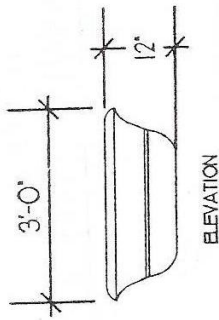
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CHARLOTTE - MECKLENBURG
LAND DEVELOPMENT
STANDARDS

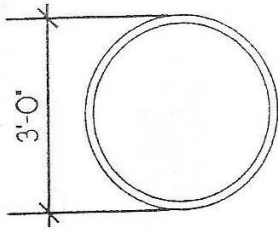
TRYON STREET MALL STREETSCAPE STANDARDS
BENCH

STD. NO. REV.

OPTION A - ROUND

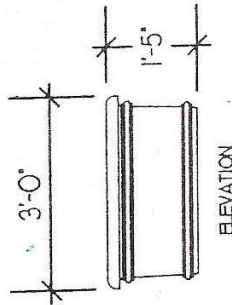


PLAN



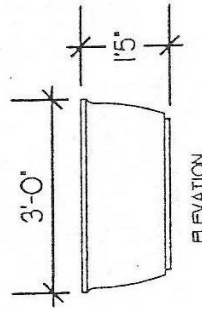
PLAN

OPTION B - ROUND



ELEVATION

OPTION C - SQUARE



ELEVATION

PLAN

APPROVED DATE

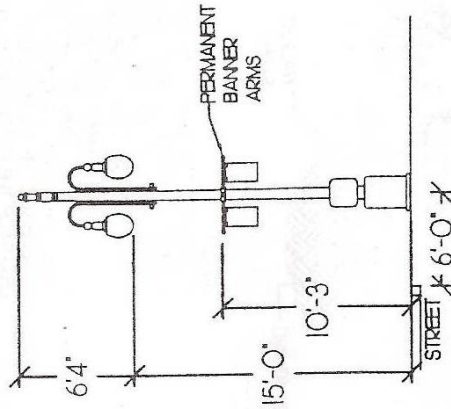
- NOTES:**
1. FLOWERPOTS SHALL BE OF THE SAME DIMENSIONS AND DESIGN AS SHOWN.
 2. MATERIALS FOR PLANTERS SHALL BE CAST STONE OR A MATERIAL THAT CAN BE FINISHED TO APPEAR LIKE A PAINTED SURFACE. PLASTIC PLANTERS ARE NOT ALLOWED.
 3. IF IT IS A CAST STONE PRODUCT THE COLOR SHALL BE A NATURAL STONE COLOR OR A TERRACOTTA COLOR. IF THE PLANTER IS PAINTED OR HAS A PAINTED SURFACE APPEARANCE THE COLOR SHALL MATCH THE MALL GREEN (DURON CUSTOM MIX OF 3 GAL #12-40013 DURACLAD, WOODLAND GREEN, 2 GAL #10-41614 HOUSE & TRIM, CHARLESTON GREEN, 1 GAL #1252313 DURACLAD IMPERIAL BLUE, 93 OZ #77-1117 COLORANT) OR APPROVED EQUAL
 4. MANUFACTURER:
DURA ART STONE (ALL OPTIONS)
6935 SOUTHLAKE PARKWAY, MORROW, GA 30260 (800)732-0332
OPTION A - MODEL: RIBBED, RB
OPTION B - MODEL: MEDITERRANEAN, X ROUND
OPTION C - BILTMORE, BLS SQUARE
OR APPROVED EQUAL

REVISIONS	
NO.	DATE DESCRIPTION

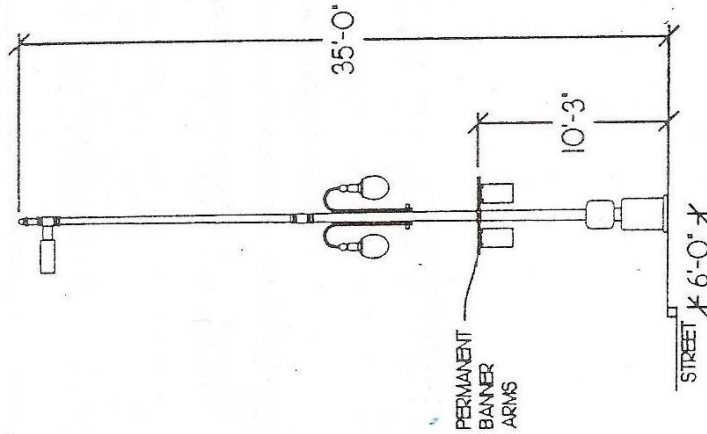
CHARLOTTE - MECKLENBURG
LAND DEVELOPMENT
STANDARDS

TRYON STREET MALL STREETSCAPE STANDARDS
FLOWERPOTS

STD. NO. REV.



ELEVATION
PEDESTRIAN FIXTURE



ELEVATION
PEDESTRIAN FIXTURE
WITH SHOEBOX FIXTURE

NOTES:

1. PEDESTRIAN AND SHOEBOX FIXTURES SHALL MATCH THE EXISTING IN DESIGN COLOR FINISH AND SPACING.
2. FINISH SHALL BE POWDER COAT TO MATCH THE DUPON CUSTOM MIX OF: 3 GAL. #12-40013 DURAGLAD, WOODLAND GREEN, 2 GAL. #10-41614 HOUSE & TRIM, CHARLESTON GREEN, 1 GAL. #1252313 DURAGLAD IMPERIAL BLUE, 93 OZ. #27-1117 OR EQUAL.
3. PEDESTRIAN FIXTURES SHALL BE DOUBLE GLOBE 175-WATT MERCURY HALIDE
4. BANNER ARMS SHALL BE PERMANENTLY INSTALLED AS PER EXISTING POLES. THE POLES CLOSEST TO THE INTERSECTIONS WITH THE PEDESTRIAN SIGNALS SHALL NOT HAVE BANNER ARMS.
5. MAST ARMS SHALL BE AS PER EXISTING MAST ARMS.
6. CONTACT DUKE POWER FOR MODEL NUMBER SPECIFICATIONS AND MANUFACTURER.

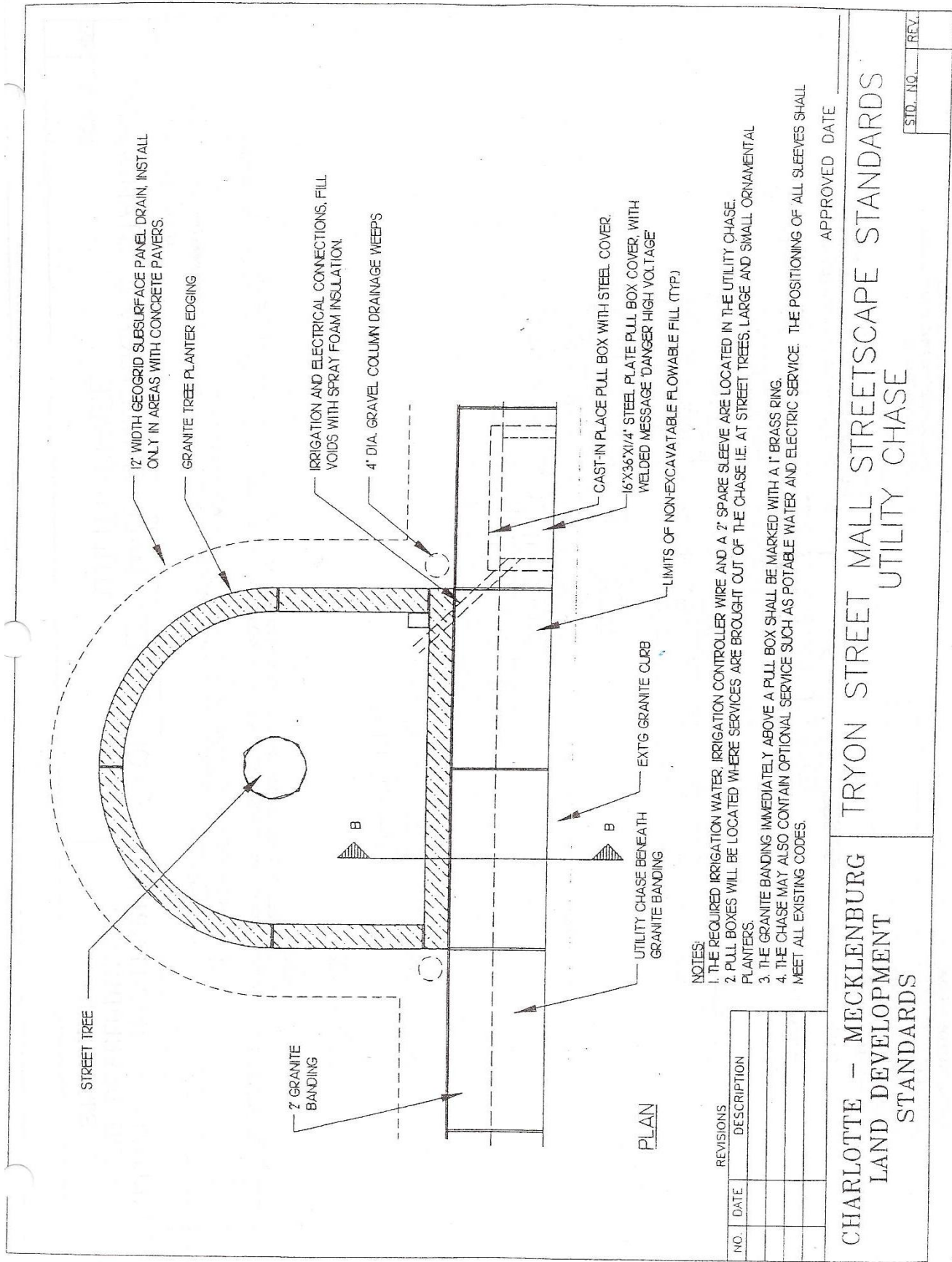
REVISIONS	
NO.	DATE DESCRIPTION

APPROVED DATE _____

CHARLOTTE - MECKLENBURG
LAND DEVELOPMENT
STANDARDS

TRYON STREET MALL STREETSCAPE STANDARDS
LIGHTING

STD. NO.	REV.

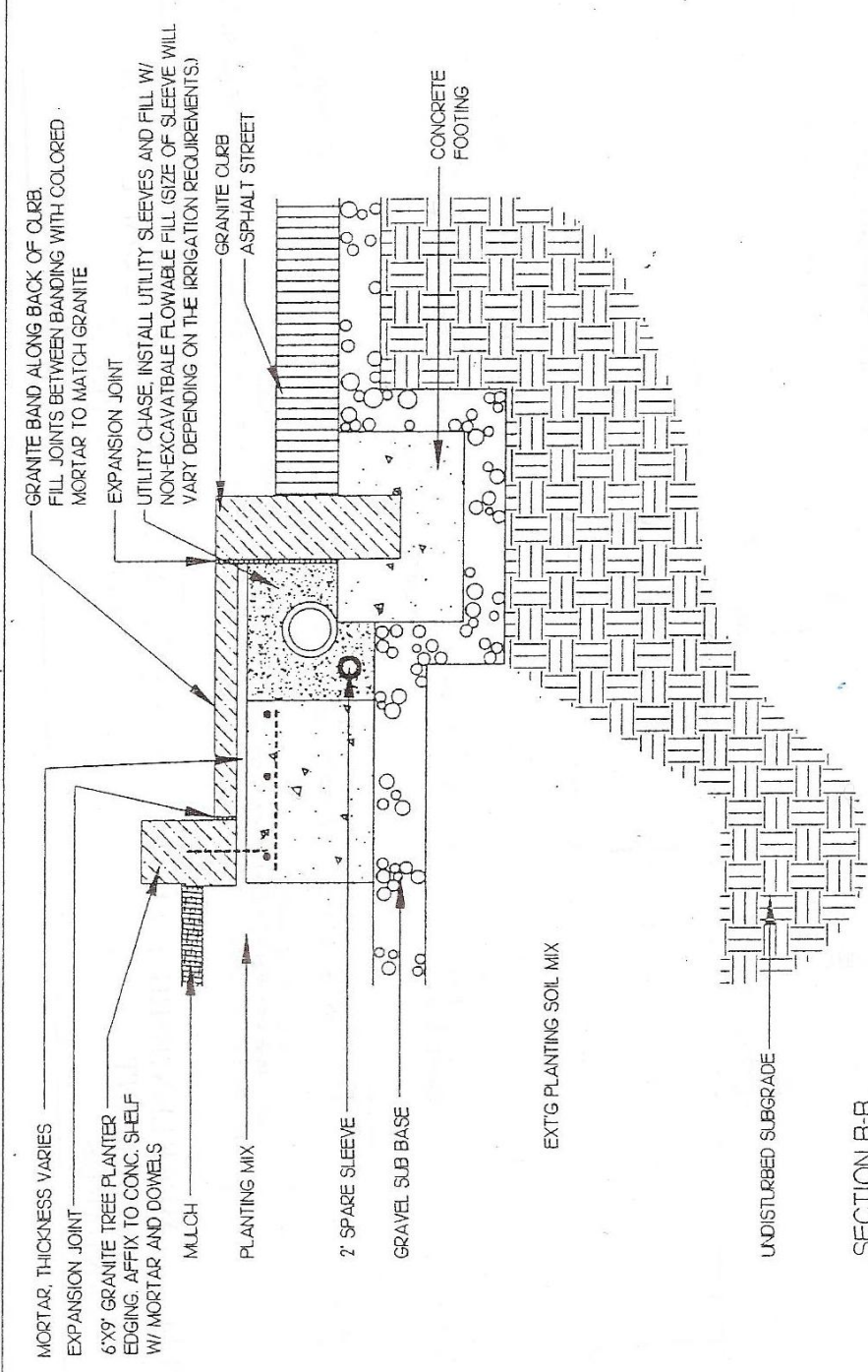


REVISIONS	
NO.	DATE DESCRIPTION

CHARLOTTE - MECKLENBURG
LAND DEVELOPMENT
STANDARDS

TRYON STREET MALL STREETSCAPE STANDARDS
UTILITY CHASE

STD. NO. REV.



SECTION B-B

NOTES

1. THE REQUIRED IRRIGATION WATER, IRRIGATION CONTROLLER WIRE AND A 2' SPARE SLEEVE ARE LOCATED IN THE UTILITY CHASE.
2. PULL BOXES WILL BE LOCATED WHERE SERVICES ARE BROUGHT OUT OF THE CHASE I.E. AT STREET TREES, LARGE AND SMALL ORNAMENTAL PLANTERS.
3. THE GRANITE BANDING IMMEDIATELY ABOVE A PULL BOX SHALL BE MARKED WITH A 1" BRASS RING.
4. THE CHASE MAY ALSO CONTAIN OPTIONAL SERVICE SUCH AS POTABLE WATER AND ELECTRIC SERVICE. THE POSITIONING OF ALL SLEEVES SHALL MEET ALL EXISTING CODES.

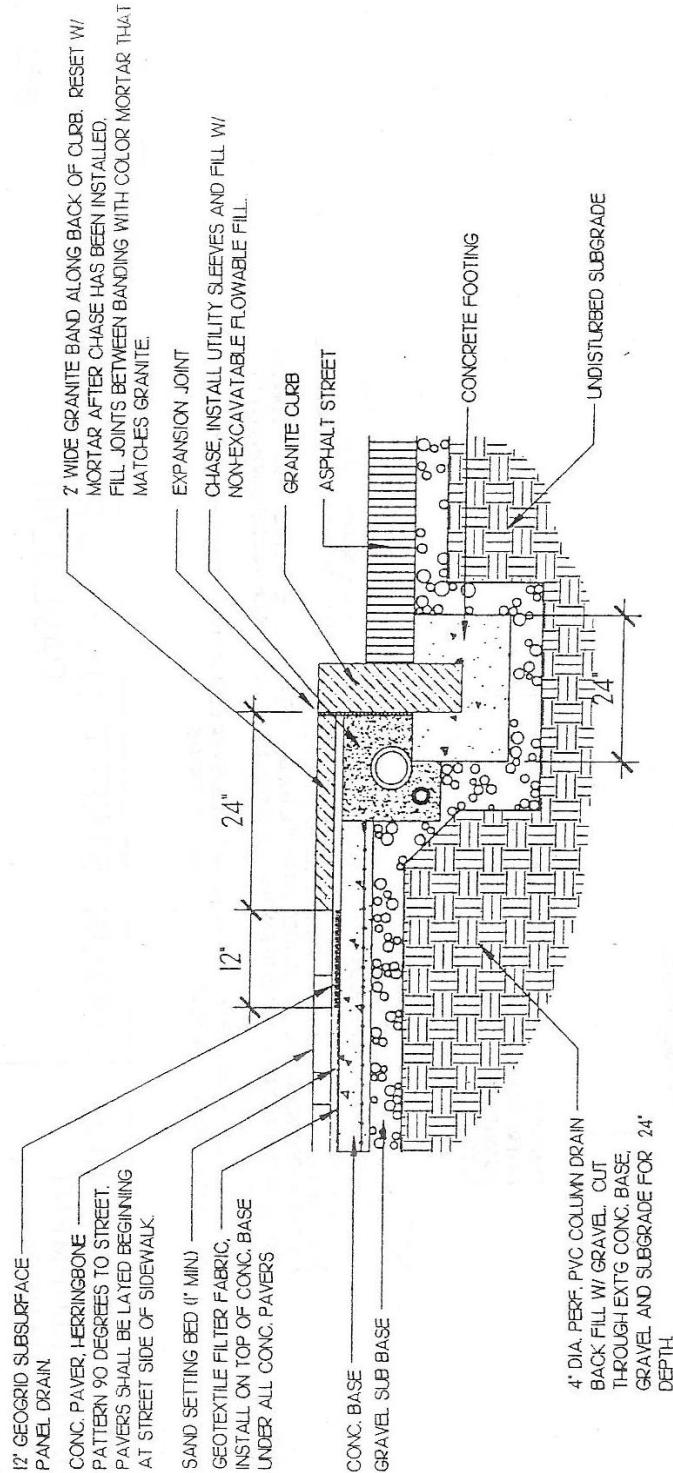
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REVISIONS	
NO.	DESCRIPTION

CHARLOTTE - MECKLENBURG
LAND DEVELOPMENT
STANDARDS

TRYON STREET MALL STREETSCAPE STANDARDS
UTILITY CHASE

STD. NO.	REV.



NOTES:

1. PAVERS PLACEMENT SHALL BEGIN AT CURBSIDE BANDING AND PROCEED TO BANDING ALONG BUILDING EDGE.
2. CATCH BASIN HOODS SHALL BE CONSTRUCTED OUT OF THE SAME GRANITE AS THE GRANITE CURBING.
3. A 2" GRANITE SHALL BE LOCATED ALONG THE BACK OF THE CURB. UNDER THE CURBSIDE GRANITE BANDING WILL BE A UTILITY CHASE FOR ELECTRICITY, POTABLE WATER AND IRRIGATION.
4. A 2" GRANITE BANDING SHALL BE LOCATED WHERE THE BUILDING INTERSECTS THE SIDEWALK, THAT BANDING IS LOCATED FROM THE CURBSIDE GRANITE BANDING AND CONTINUES TO THE CURBSIDE GRANITE BANDING ON THE OTHER SIDE OF THE BLOCK.
5. EXPANSION JOINTS SHALL BE OF A MATERIAL THAT ALLOWS FOR CONTRACTION AND EXPANSION OF MATERIALS AND ALSO MATCHES THE COLOR OF THE SURROUNDING MATERIALS.

REVISIONS

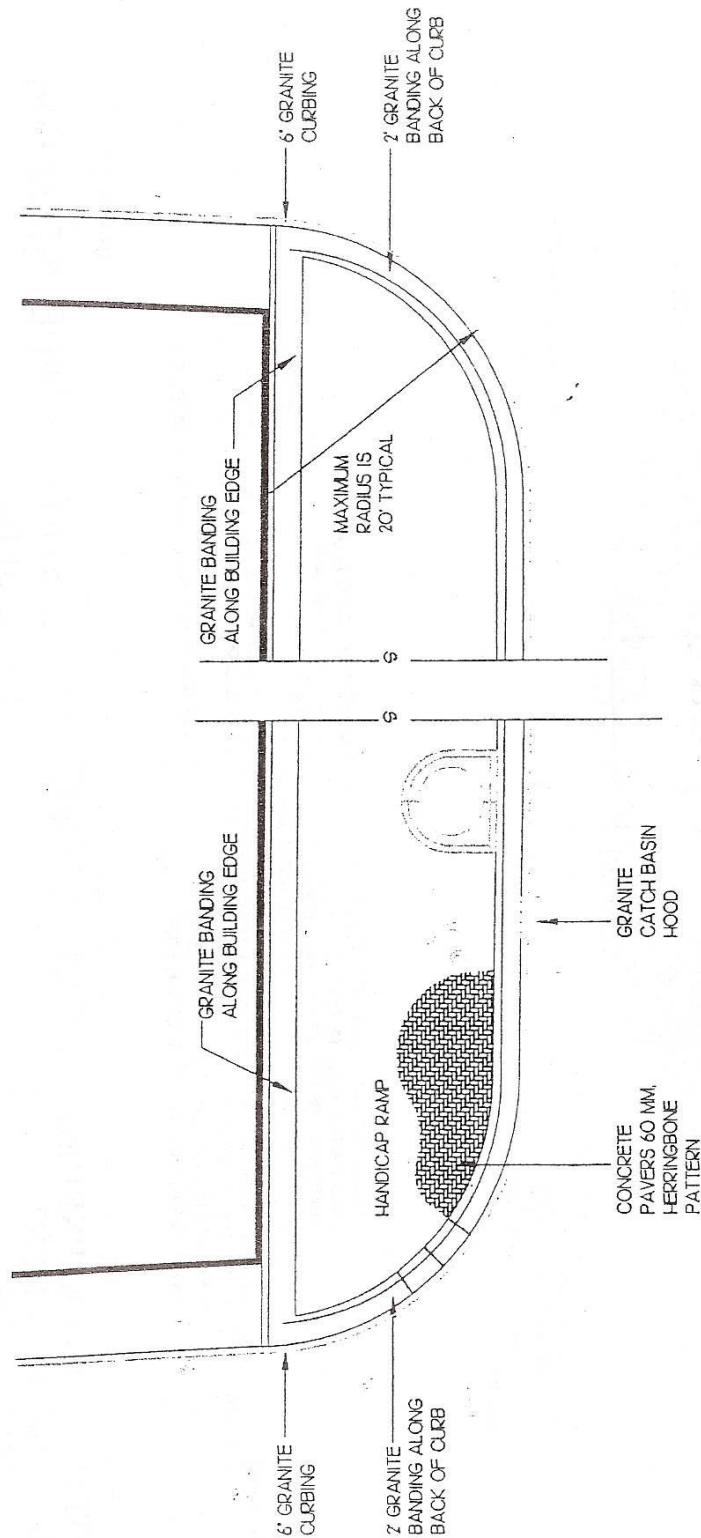
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APPROVED DATE _____

CHARLOTTE - MECKLENBURG
LAND DEVELOPMENT
STANDARDS

TRYON STREET MALL STREETSCAPE STANDARDS
PAVEMENT

STD. NO. _____
REV. _____



NOTES:

1. PAVERS PLACEMENT SHALL BEGIN AT CURBSIDE BANDING AND PROCEED TO BANDING ALONG BUILDING EDGE.
2. CATCH BASIN HOODS SHALL BE CONSTRUCTED OUT OF THE SAME GRANITE AS THE GRANITE CURBING.
3. A 2' GRANITE SHALL BE LOCATED ALONG THE BACK OF THE CURB. UNDER THE CURBSIDE GRANITE BANDING WILL BE A UTILITY CHASE FOR ELECTRICITY, POTABLE WATER AND IRRIGATION.
4. A 2' GRANITE BANDING SHALL BE LOCATED WHERE THE BUILDING INTERSECTS THE SIDEWALK, THAT BANDING IS LOCATED FROM THE CURBSIDE GRANITE BANDING AND CONTINUES TO THE CURBSIDE GRANITE BANDING ON THE OTHER SIDE OF THE BLOCK.
5. EXPANSION JOINTS SHALL BE OF A MATERIAL THAT ALLOWS FOR CONTRACTION AND EXPANSION OF MATERIALS AND ALSO MATCHES THE COLOR OF THE SURROUNDING MATERIALS.

REVISIONS	
NO.	DESCRIPTION

APPROVED DATE _____

**CHARLOTTE - MECKLENBURG
LAND DEVELOPMENT
STANDARDS**

**TRYON STREET MALL STREETSCAPE STANDARDS
PAVEMENT**

STD. NO.	REV.

COVER TO BE SET TO MATCH ADJACENT ELEVATIONS

1/4" TURN FULL PORT BRONZE BALL SHUT OFF VALVE #1

1/4" TURN FULL PORT BRONZE BALL SHUT OFF VALVE #1

PIPE MATERIAL SHALL BE AS SPECIFIED BY CMJ STANDARD SPECIFICATIONS PAST SHUT OFF VALVE #2

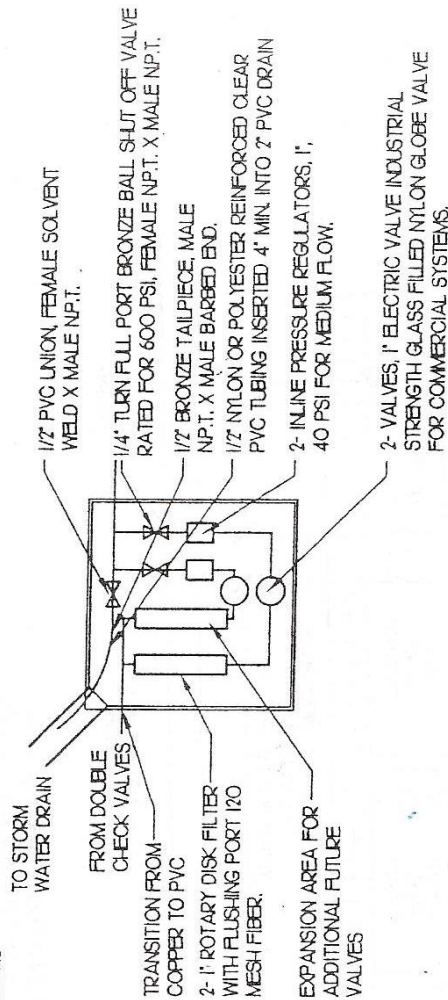
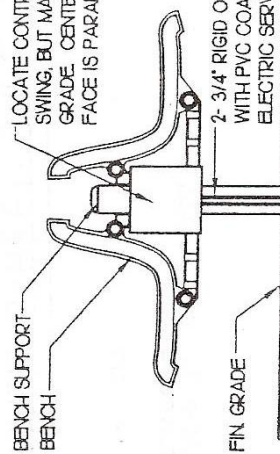
PAVEMENT TYPE VARIES

PAVEMENT TYPE VARIES

LIMITS OF DEMOLITION VARIES, SEE PLANS

4" MIN. WASHED STONE

2" MIN DIA. DRAIN BY GRAVITY TO OUTLET



PIPE MATERIAL SHALL BE AS SPECIFIED BY CMJ STANDARD SPECIFICATIONS AND TO 5" PAST SHUT OFF VALVE #2

SHUT OFF VALVE #1

TEST COCK #1

CHECK VALVE #1

SHUT OFF VALVE #2

TEST COCK #2

CHECK VALVE #2

NOTES

1. EACH BLOCK FACE SHALL HAVE A SEPARATE DOUBLE CHECK VALVE, THAT DOUBLE CHECK VALVE, ACCOMPANYING METER AND CONTROLLER SHALL BE POSITIONED TO BE ABLE TO IRRIGATE THE ENTIRE BLOCK.
2. STREET TREES AND LARGE AND SMALL ORNAMENTAL PLANTER SHALL EACH BE ON A SEPARATE VALVE WITHIN A BLOCK FACE.
3. THE IRRIGATION CONTROLLERS SHALL BE LOCATED ON THE BENCH SUPPORT OF THE NEAREST BENCH.

REVISIONS

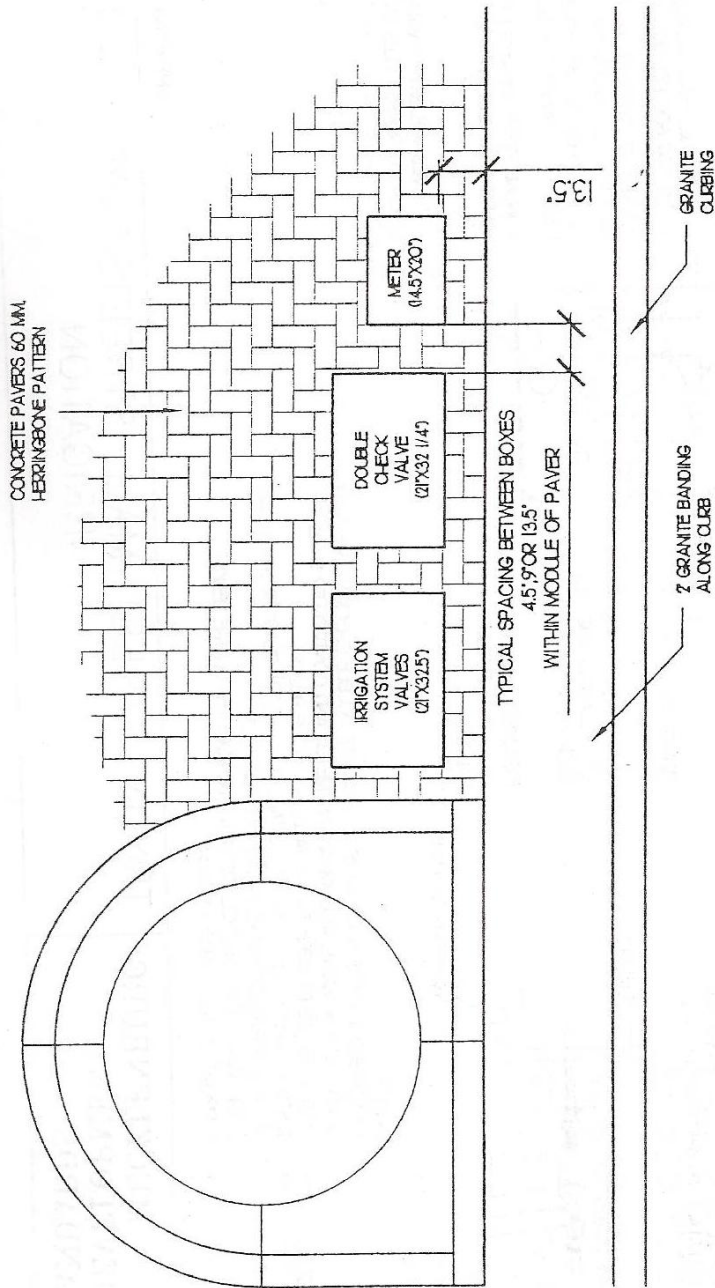
NO.	DATE	DESCRIPTION

APPROVED DATE

CHARLOTTE - MECKLENBURG
LAND DEVELOPMENT
STANDARDS

TRYON STREET MALL STREETSCAPE STANDARDS
IRRIGATION

STD. NO. REV.



NOTES:

1. EACH BLOCK FACE SHALL HAVE A SEPARATE DOUBLE CHECK VALVE, THAT DOUBLE CHECK VALVE, ACCOMPANYING METER AND CONTROLLER SHALL BE POSITIONED TO BE ABLE TO IRRIGATE THE ENTIRE BLOCK.
2. STREET TREES AND LARGE AND SMALL ORNAMENTAL PLANTER SHALL EACH BE ON A SEPARATE VALVE WITHIN A BLOCK FACE.
3. THE IRRIGATION CONTROLLERS SHALL BE LOCATED ON THE BENCH SUPPORT OF THE NEAREST BENCH.
4. IRRIGATION SYSTEM VALVES, DOUBLE CHECK VALVE, & METER MUST BE LOCATED UNDERGROUND.
5. EACH BOX SHALL BE A CONCRETE BOX WITH CONCRETE REMOVABLE LID AND CAST IRON OPERABLE HAND ACCESS.
6. CITY SHALL PAINT CAST IRON OPERABLE HAND ACCESS TO MATCH PAVERS.

REVISIONS

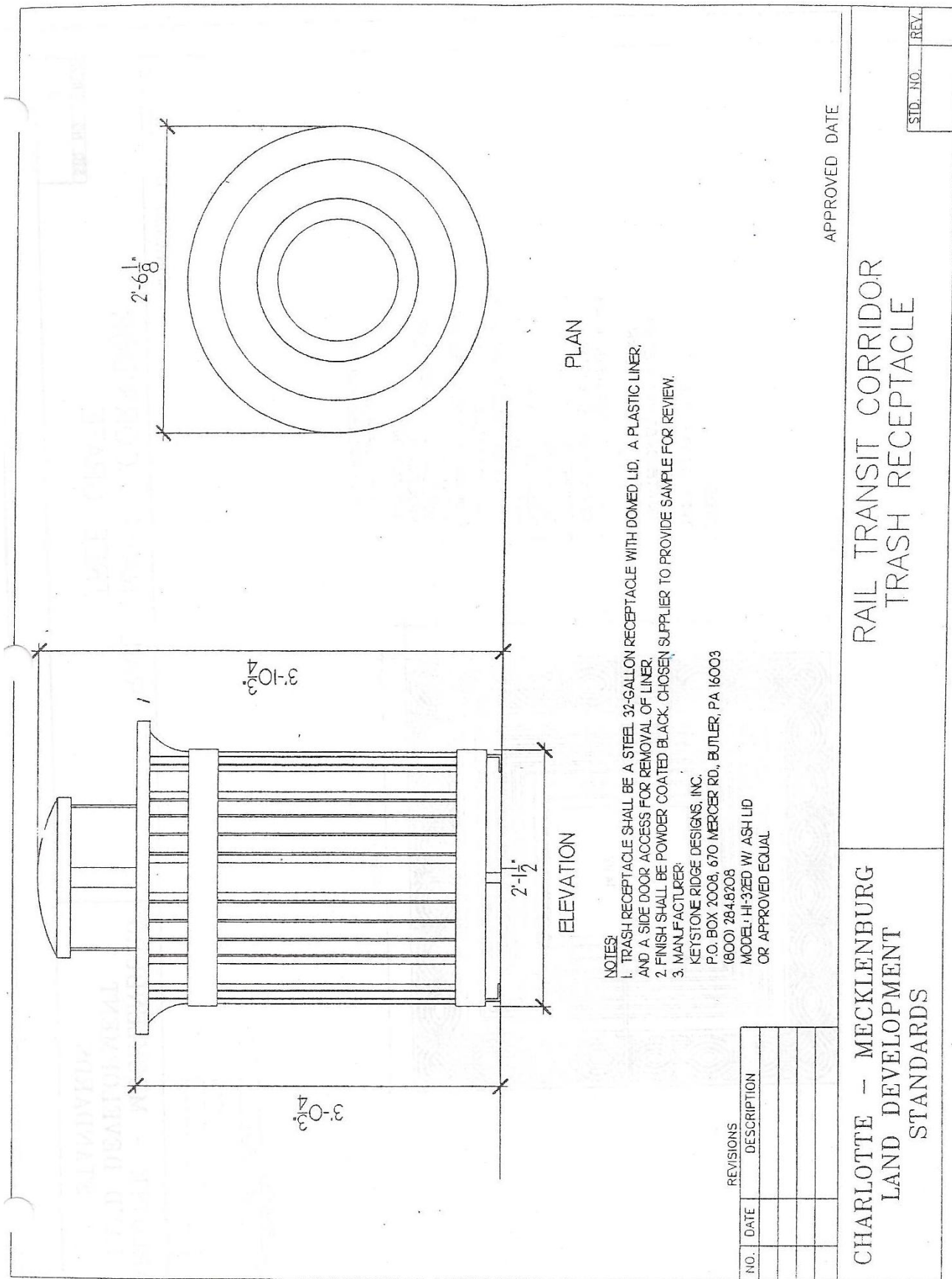
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CHARLOTTE - MECKLENBURG
LAND DEVELOPMENT
STANDARDS

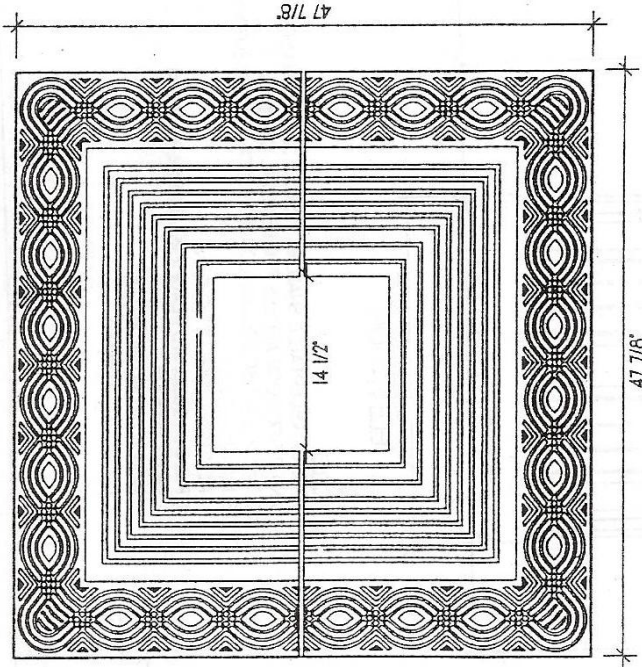
TRYON STREET MALL STREETSCAPE STANDARDS
IRRIGATION

STD. NO. _____
REV. _____



NOTES:

1. TREE GRATE OPENING AT 14 1/2"
2. GRATE CAST IN 2 PIECES
3. NO OPENINGS GREATER THAN 3/8"
4. CAST IRON PER ASTM A-48 CLASS 35B OR BETTER
5. WEIGHT PER SET 210 LBS
6. THICKNESS 3/4"
7. BREAKOUT RINGS AT 17" AND 19 3/4"
8. FINISH: NATURAL CAST IRON
9. MANUFACTURER:
 *URBAN ACCESSORIES, INC.
 P.O. BOX 310
 20004 144TH AVENUE NE
 WOODINVILLE, WA 98072
 425-487-0488
 MODEL: CHINOOK
 (OR APPROVED EQUAL)



REVISIONS	
NO.	DESCRIPTION

APPROVED DATE _____

CHARLOTTE - MECKLENBURG
LAND DEVELOPMENT
STANDARDS

RAIL TRANSIT CORRIDOR
TREE GRATE

STD. NO.	REV.

NOTES:

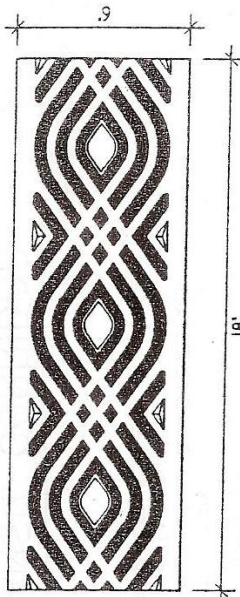
1. NO OPENINGS GREATER THAN 3/8".
2. CAST IRON PER ASTM A-48, CLASS 35B OR BETTER.
3. FINISH: NATURAL CAST IRON
4. MANUFACTURER:

URBAN ACCESSORIES

P.O. BOX 310, 20004 144TH AVE. NE
WOODINVILLE, WA 98072
(425) 487-0488

MODEL: DOUBLE WAVE
(OR APPROVED EQUAL)

SINGLE GRATE

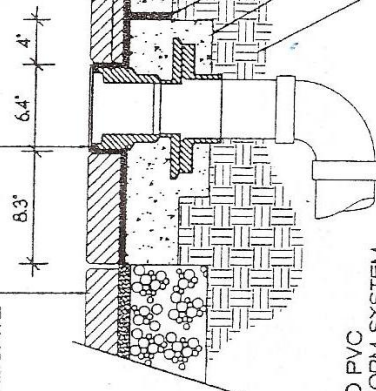


CONTINUOUS TRENCH



6" TRENCH DRAIN
GRATE W/ FRAME

60MM PAVERS ON
COMPACTED AGGREGATE



4" SCH. 40 PVC
TIE TO STORM SYSTEM
(SEE STOP AREA GRADING PLANS)

6" CAST IRON TRENCH DRAIN
W/ BOTTOM OUTLET

8" WIDE CONCRETE SIDEWALK W/
PAVER EDGING

EXPANSION JOINT

CONCRETE FOOTING
3000 PSI • 28 DAYS

95% COMPACTED SOIL

REVISIONS

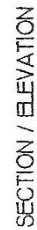
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APPROVED DATE

CHARLOTTE - MECKLENBURG
LAND DEVELOPMENT
STANDARDS

RAIL TRANSIT CORRIDOR
TRENCH DRAIN

STD. NO. REV.



NOTES

- 64 1/2" O.A. LENGTH
 - PLASTIC SLATS
 - POWDER COATED FRAMING
 - CHOSEN SUPPLIER TO PROVIDE SAMPLES FOR REVIEW
 - SEE LANDSCAPE PLANS AND TROLLEY STOP LAYOUT PLANS FOR LOCATIONS
 - URBAN ACCESSORIES
- P.O. BOX 310
20004 144TH AVE. NE
WOODINVILLE, WA 98072
1-425-487-0488
MODEL REQ W/ 6" BOLLARD AND CENTER ARM
(TRYON STREET MALL STANDARD)
(OR APPROVED EQUAL)

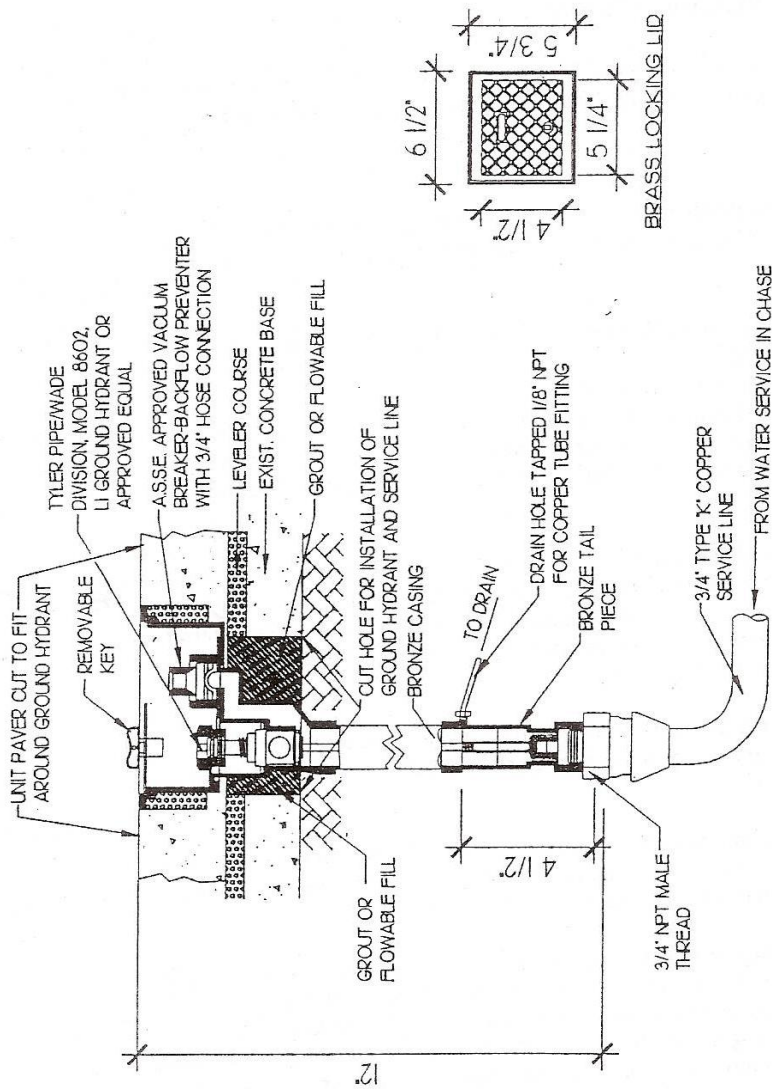
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CHARLOTTE - MECKLENBURG LAND DEVELOPMENT STANDARDS

RAIL TRANSIT CORRIDOR
BENCH

STD. NO.	REV.
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NOTES:

1. POTABLE WATER IS SUPPLIED FOR FESTIVALS AND CLEANING EFFORTS AT TWO LOCATIONS PER BLOCK FACE IN GROUND HYDRANTS. THERE SHALL BE ONE BACKFLOW PREVENTER PER BLOCK AREA THAT WILL SUPPLY WATER TO FOUR GROUND HYDRANTS, TWO PER BLOCK FACE.
2. BACKFLOW PREVENTERS FOR THE POTABLE WATER ARE LOCATED IN EITHER BUS SHELTERS OR KIOSKS.
3. THE PIPES TO AND FROM THE BACKFLOW PREVENTER SHALL BE HEATER WITH HEAT TAPE TO PREVENT FREEZING. THERE SHALL BE ONE BACKFLOW PREVENTER PER BLOCK AREA THAT WILL SUPPLY WATER TO FOUR GROUND HYDRANTS, TWO PER BLOCK FACE.

REVISIONS	
NO.	DESCRIPTION

APPROVED DATE _____

CHARLOTTE - MECKLENBURG
LAND DEVELOPMENT
STANDARDS

TRYON STREET MALL STREETSCAPE STANDARDS
POTABLE WATER

STD. NO. _____
REV. _____

NOTE: These Guidelines also include seven pages of maps depicting the required species of street trees in the Core Area. Those pages have been superseded by the 2004 Street Tree Types Maps as presented in Exhibit 2.

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